BookletChart™

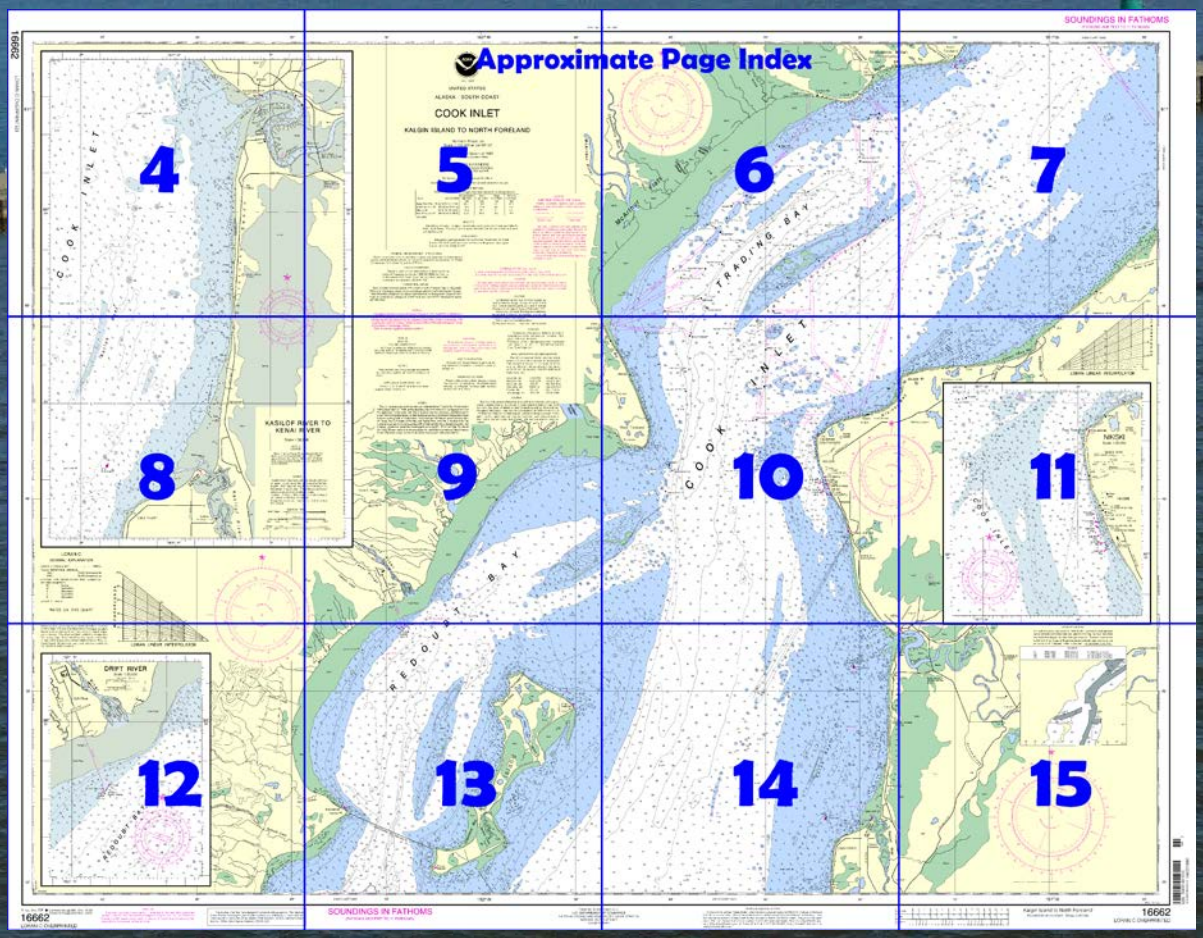
Cook Inlet – Kalgin Island to North Foreland

NOAA Chart 16662

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

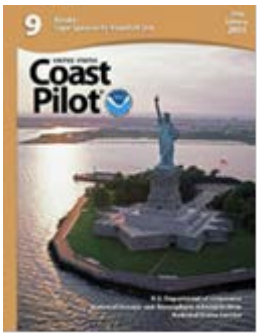
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16662.



(Selected Excerpts from Coast Pilot)

Caution: Flood currents are reported to set vessels off the terminal while ebb currents set them on. From mid-November to early April, large pieces of ice have been reported to approach the platform during flood currents. See Winter Operating Guidelines, Cook Inlet, indexed as such, earlier this chapter and contact the COTP W Alaska in Anchorage for more information.

A boulder-strewn shoal with depths of 7 fathoms or less extends N from the NE point of Kalgin Island to West Foreland. The outer boulders which are covered 8 to 11 feet, are 2.5 miles from the island.

Small vessels anchor off the middle of the N end of Kalgin Island, with good shelter from S gales drawing up the inlet. Fair holding ground is from the middle of the N shore W. Caution must be observed, however, at low water when crossing the broken boulder-strewn area.

The highest parts of the offlying shoal between Kalgin Island and West Foreland uncover between 3 and 4 feet. The shoal has been shifting S and extends 5.5 to 10 miles from the N end of Kalgin Island. There are boulders in places on the bottom between the shoal and West Foreland.

Caution.–The area surrounding the mouth of Kenai River, for a radius of over 4 miles, is strewn with rocks, boulders, shoals, wrecks, and other obstructions. The bars at the entrance to the river are nearly dry at low water, but there are depths of 8 to 10 feet in places in the river.

Mariners are advised not to enter Kenai River without local knowledge. The river is reported to be congested with anchored fishing vessels in summer. (See **162.245**, chapter 2, for navigation regulations.)

From June to October, about 120 private mooring buoys are placed on the sides of the river channel from about 300 yards W of Pacific Star Seafoods Wharf to 200 yards S of the Wards Cove Packing Co. Dock.

Currents.–The currents in the river mouth attain velocities of 5 knots or more. With a strong SW wind and flood current, a significant SW swell occurs at the river entrance. Sets are also felt at the entrance and over the bar, and steep choppy seas are seen with currents opposing winds.

Ice.–Ice is not a problem in the river entrance, but does form inside in the river and can close the river to vessel traffic for short periods from December to the beginning of April.

Pilotage, Kenai.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

Quarantine.–A U.S. Public Health Service Contract Physician is located at the medical center in Kenai. (See Appendix A for additional information.) There are hospitals in Kenai and Soldotna.

Caution.–The area surrounding the approach to Nikiski is strewn with rocks, boulders, shoals, and other obstructions. A shoal area, about 7 miles long with depths of 2½ to 6 fathoms, marked by a seasonal buoy, is about 1.8 miles off the piers at Nikiski. Deeper water is between it and the piers. Set-nets are numerous close to the beach from Kenai to past the East Forelands in June and July. **Note:** Vessels should keep well clear of the areas in close proximity and downwind of ammonia and LNG loading operations while material is being transferred.

Currents.–Nikiski has a PORTS site which provides water level, wind speed and direction, and barometric pressure information, that is updated every ten minutes. The PORTS site is accessible through a voice response system at 907-776-5436. Tidal currents at Nikiski attain a velocity of about 5 knots on the flood and about 2.6 knots on the ebb. (See Tidal Current Tables for daily predictions.) With a strong SW wind and flood current, a significant SW swell affects vessels laying at the Nikiski piers. This wind will also extend the time of flood currents on neap tides to 1 to 2 hours later than predicted.

Ice floes are a severe problem at Nikiski during January and February. The combination of currents and ice floes can cause a strain on mooring lines. Propulsion and machinery have special equipment and operating requirements. See Winter Operating Guidelines, Cook Inlet, indexed as such, earlier this chapter, and contact the COTP W Alaska in Anchorage for more information.

Pilotage, Nikiski.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, General** (indexed), chapter 3, **Pilotage, Cook Inlet**, and **Pilotage, Homer**, (indexed) for pilot pickup stations and other details.)

Quarantine.–A U.S. Public Health Service Contract Physician is located at a medical center in Nikiski. (See Appendix A for additional information.)

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM May. 05/12
Corrected through LNM Apr. 24/12

For Symbols and Abbreviations see Chart No. 1

NOTE D
CAUTION

Entry into the Kenai River should only be attempted with local knowledge due to shifting sand bars. In addition, there are numerous uncharted seasonal mooring buoys located in the Kenai River.

NOTE C

Area contains very strong alongshore currents and numerous salmon gill nets extending from shore.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Mercator Projection
Scale 1:100,000 at Lat 60° 43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE E

Kasilof River Channel Light and nine red or green buoys mark the entrance channel into Kasilof River and are maintained from May 1 to November 1 each year. These buoys are moved each year as channel conditions dictate.
Caution: The Kasilof River entrance channel should be used only with local knowledge.
Dangerous rocks are reported to exist in or near the channel.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Bede Mt, AK	WNG-528	162.450 MHz
Rugged, AK	WNG-526	162.425 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Soldotna, AK	WWG-39	162.475 MHz
Homer, AK	WWJ-24	162.400 MHz
Anchorage, AK	KEC-43	162.550 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

The buoys in Cook inlet are seasonally maintained from May 1 to Nov. 1. For details see U.S. Coast Guard Light List.

NOTE B
CAUTION
Cook Inlet, Eastern Portion

Numerous uncharted and dangerous submerged boulders exist in the eastern portion of Cook Inlet. Mariners should use extreme caution in this area.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

The Cook Inlet area is affected by land uplift due to forces such as post-seismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11½ fathoms or less on this chart were adjusted accordingly to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shoaler than charted. Mariners are urged to exercise caution.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected

MINERAL DEVELOPEMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

Oil exploration and production operations are being conducted in the waters of Cook Inlet. Drilling vessels and movable and permanent platforms are being used. Only permanent platforms are being charted. Mariners are urged to exercise caution when transiting the area.

HEIGHTS

Elevations of rocks, bridges, land marks and lights are in feet and refer to Mean High Water. Countour and summit elevation values are in feet and refer to Mean Sea Level

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

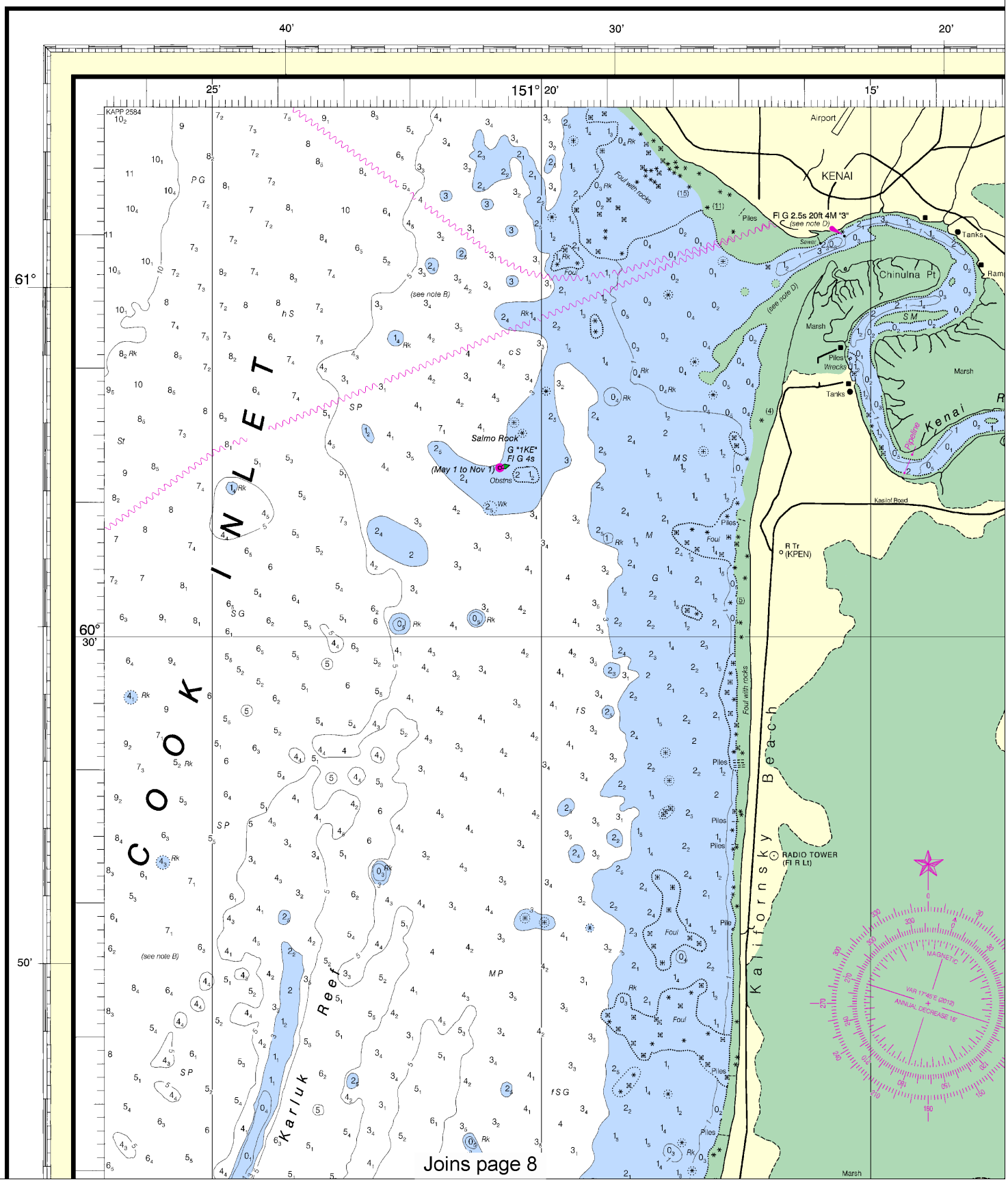
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Kenai River entrance	(60°33'N/151°17'W)	20.7	19.9	2.2
East Foreland	(60°43'N/151°25'W)	21.0	20.2	2.2
Drift River Terminal	(60°33'N/152°08'W)	18.1	17.4	2.0
Nikiski (Nikishka)	(60°41'N/151°24'W)	20.4	19.7	2.0

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Apr 2012)

HEIGHTS



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

1st Ed., Apr 1983 K

10' 152° W 50'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

COOK INLET

KALGIN ISLAND TO NORTH FORELAND

Mercator Projection
Scale 1:100,000 at Lat 60° 43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

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NOTE B

CAUTION

Cook Inlet, Eastern Portion

Numerous uncharted and dangerous submerged boulders exist in the eastern portion of Cook Inlet. Mariners should use extreme caution in this area.

NOTE C

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Joins page 9 d Light List for ncerning aids to

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Joins page 6

Marsh
Ramp
River
Marsh
FIXED BRIDGE
HOR CL 180 FT
VERT CL 14 FT
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Radio Tower o
(KSRM) 920 kHz
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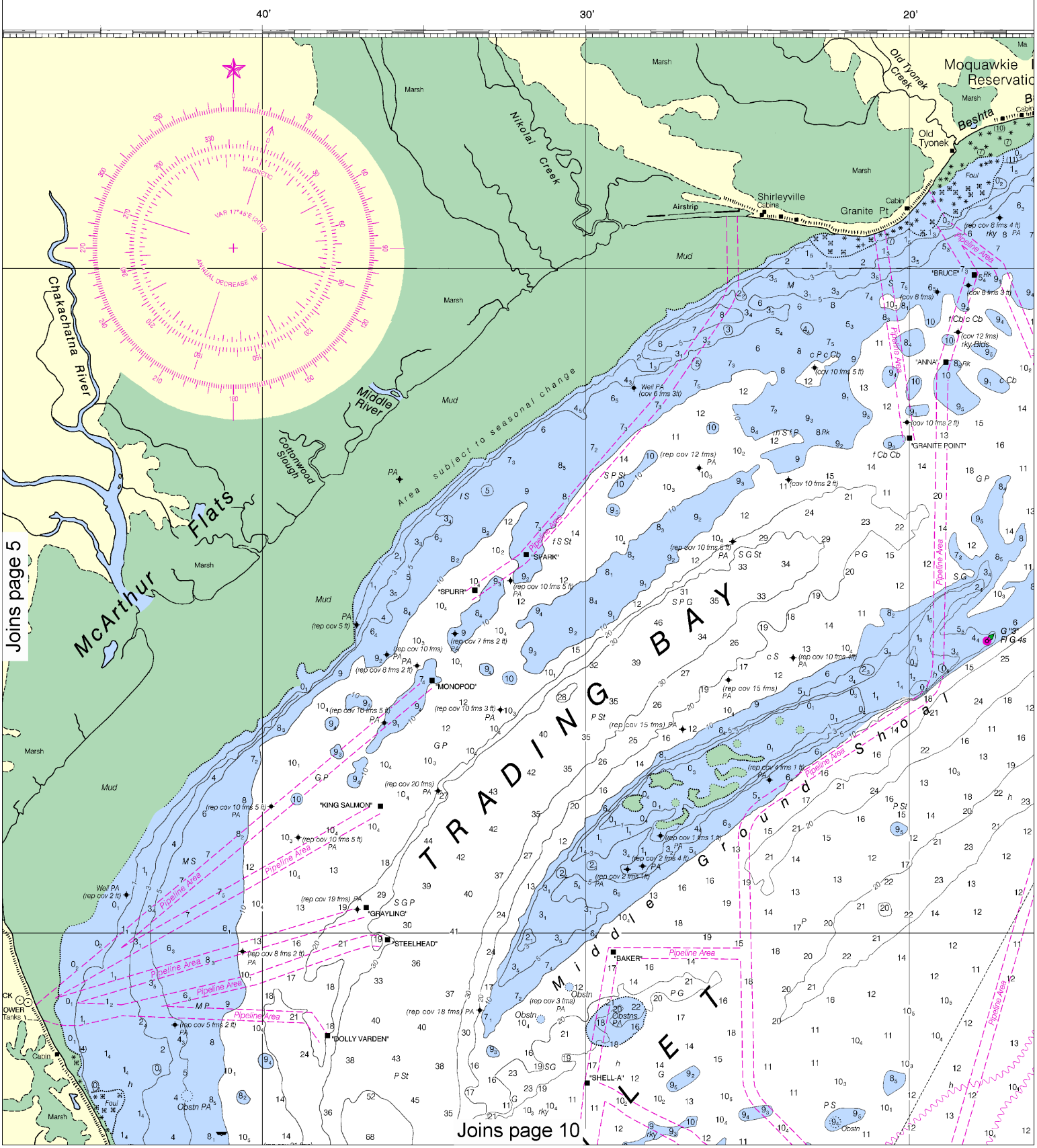
60°
30'
McArthur River
Marsh
STACK
MICRO TOWER
Tanks
Cabin



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

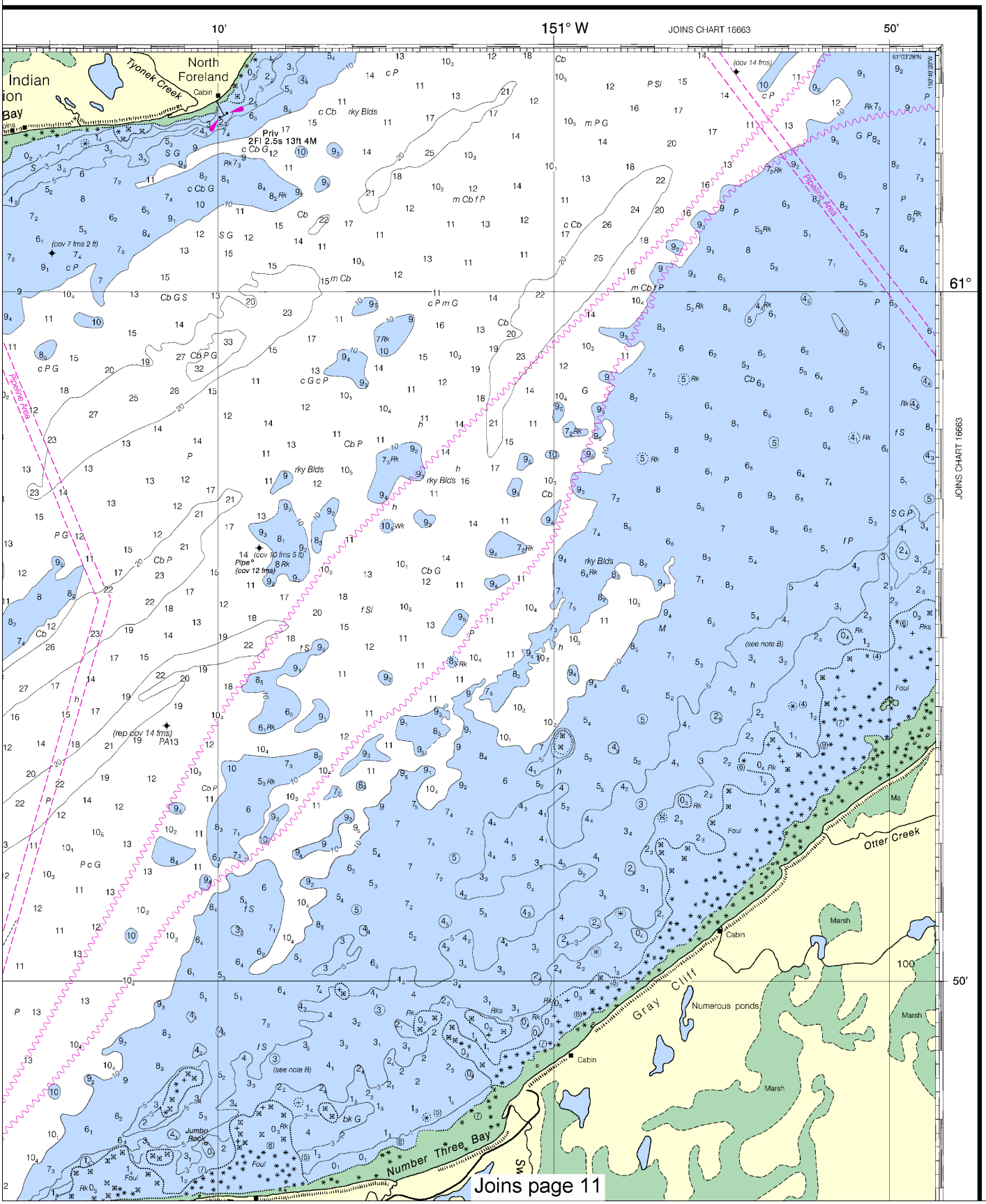
Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

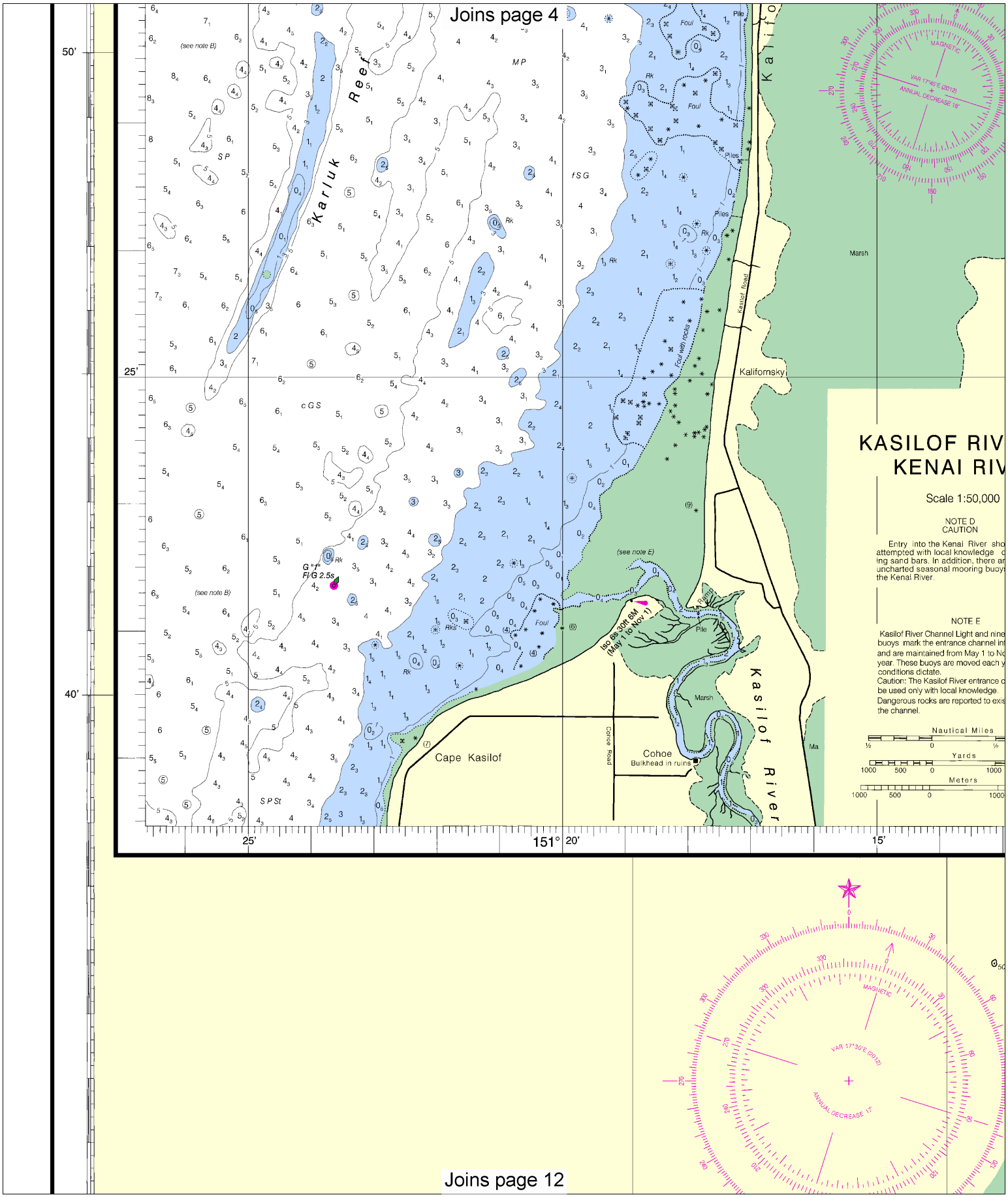
See Note on page 5.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



8

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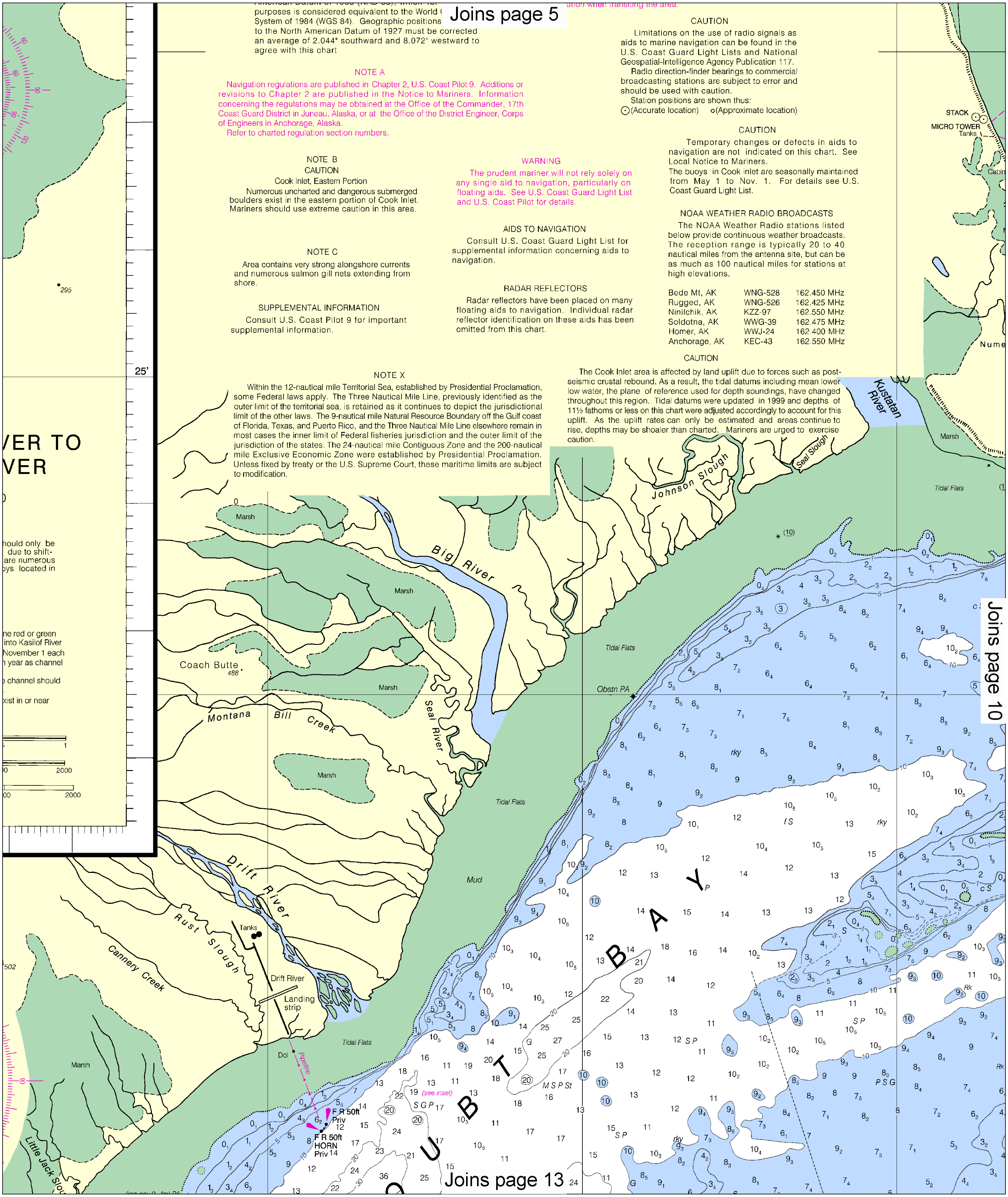
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STACK
MICRO TOWER
Tanks
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into Kasilof River
November 1 each
year as channel
channel should
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Kustatan River
Seal Slough
Johnson Slough
Marsh
Tidal Flats
Big River
Coach Butte
488
Montana Bill Creek
Seal River
Obstn PA
Drift River
Rust Slough
Cannery Creek
Tanks
Drift River
Landing strip
Pipeline
Dol
Mud
F R 50ft
Priv
F R 50ft
HORN
Priv
Little Jack Slough
DOUBT BAY
(see inset)
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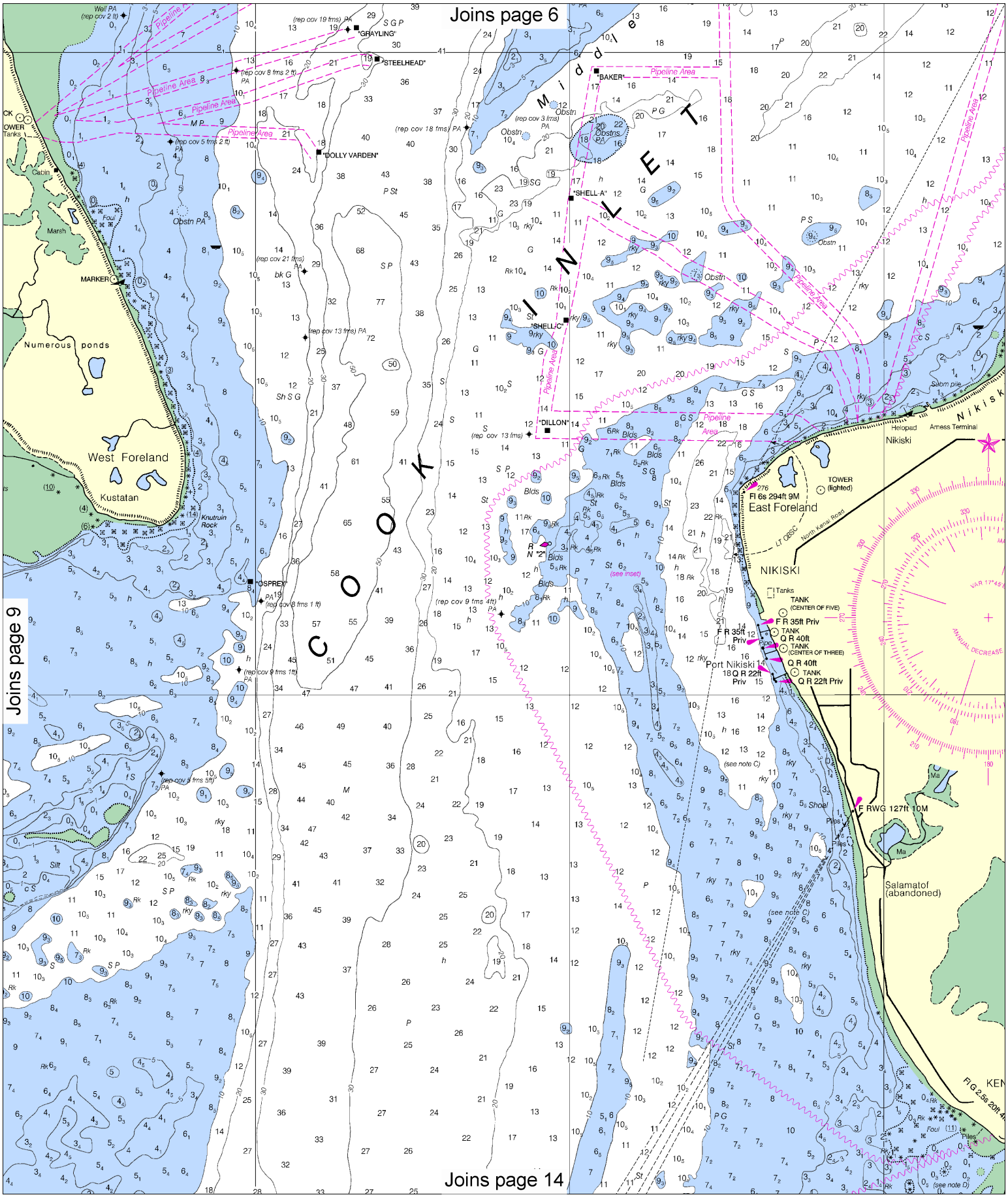
Joins page 13



10

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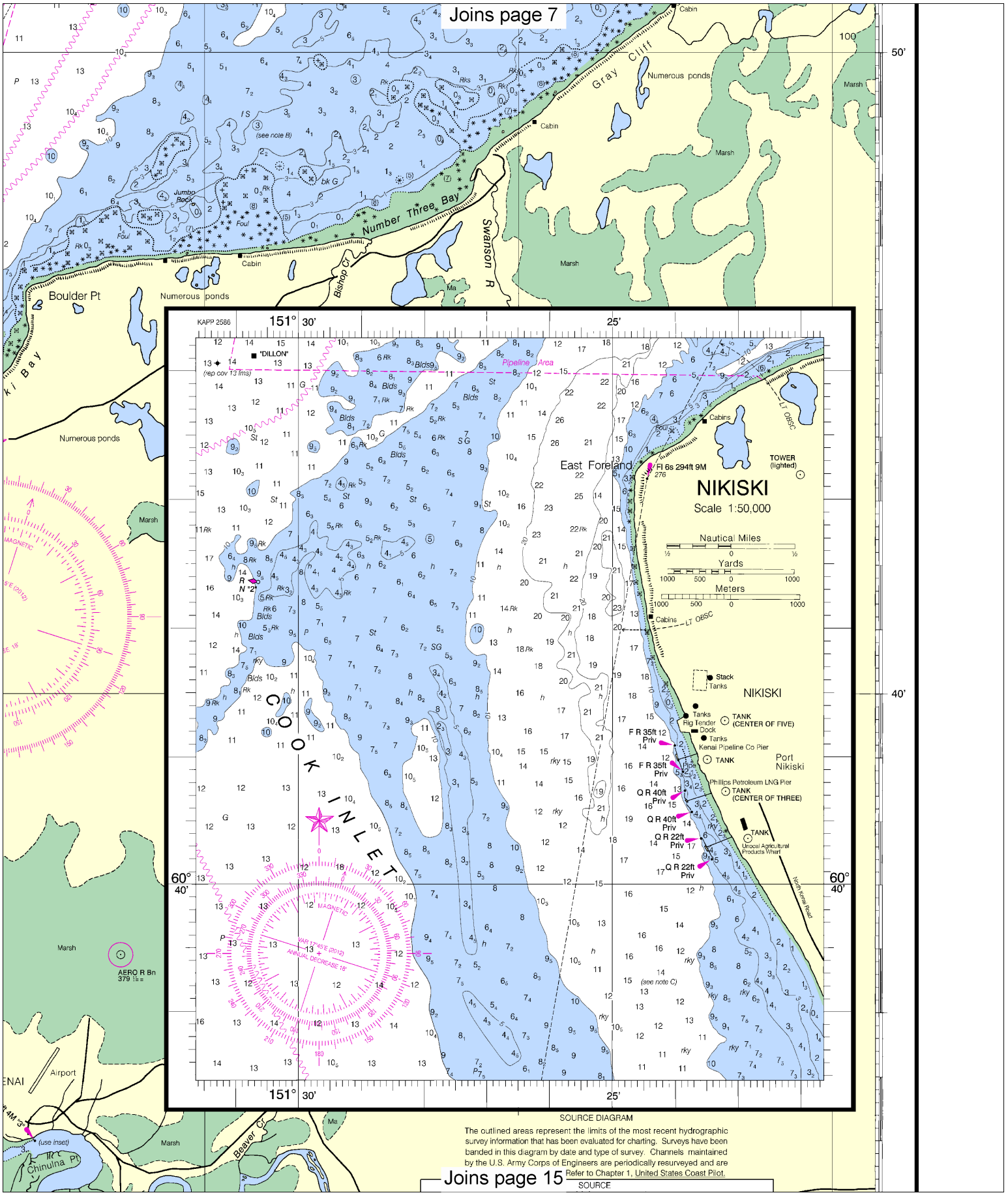
Printed at reduced scale. ~~SCALE 1:100,000~~

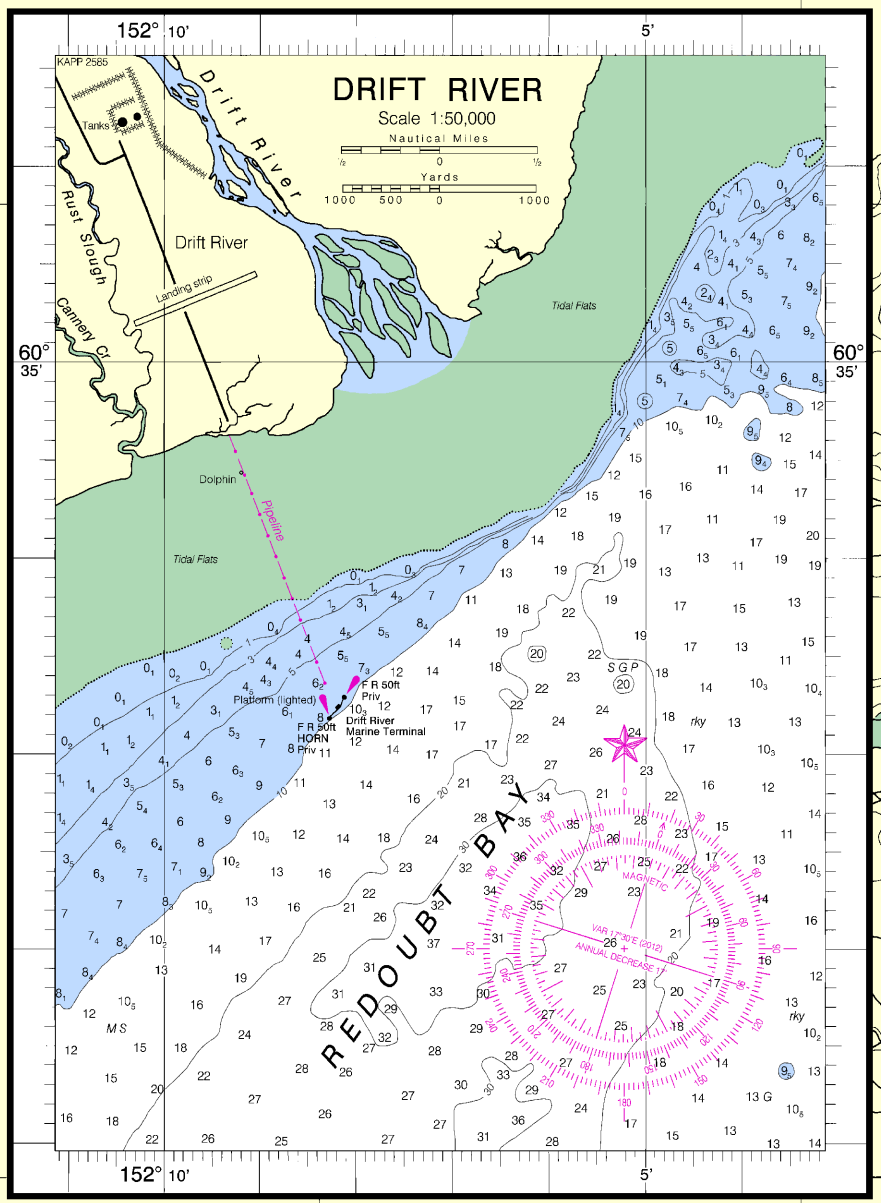
Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

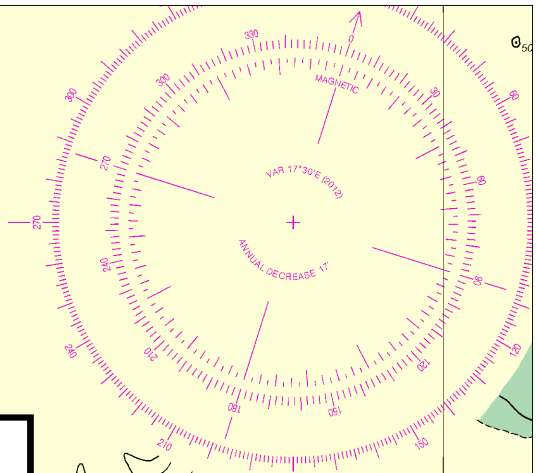
Yards: 2000 0 2000 4000 6000 8000 10000 12000

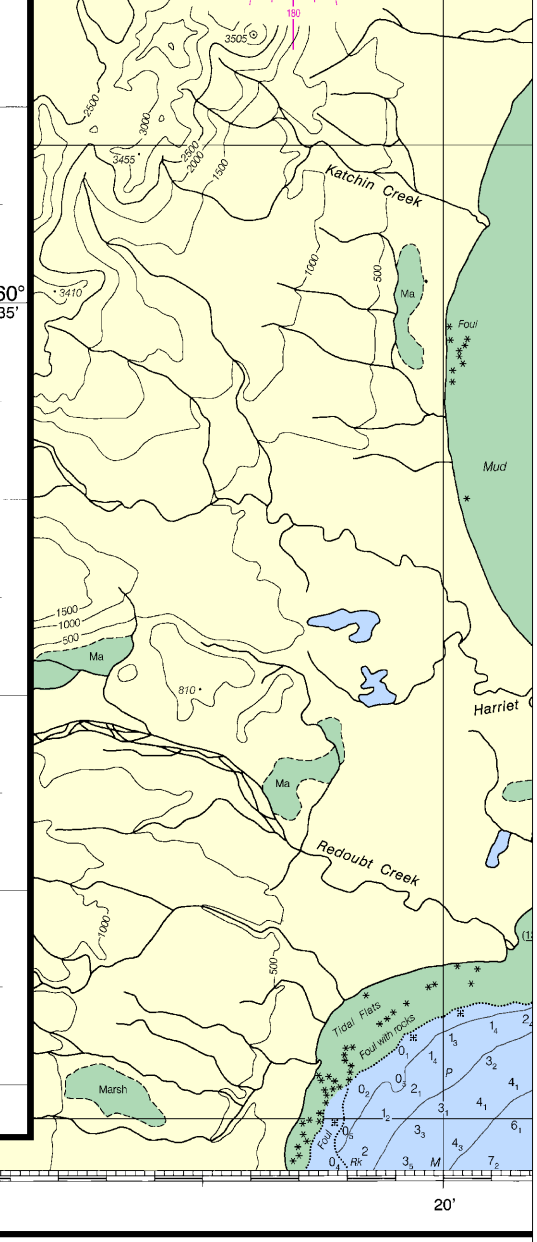
See Note on page 5.


Joins page 7
Cabin
Gray Cliff
Numerous ponds
Marsh
Cabin
Number Three Bay
Swanson R
Bishop Cr
Boulder Pt
Numerous ponds
Cabin
Marsh
Ma
Numerous ponds
Marsh
KAPP 2586
151° 30'
25'
"DILLON"
(rep cov 13 fms)
Pipeline Area
East Foreland
Fl 6s 294ft 9M
276
TOWER
(lighted)
NIKISKI
Scale 1:50,000
Nautical Miles
Yards
Meters
Cabins
LT OBSC
Cabins
LT OBSC
Stack
Tanks
NIKISKI
Tanks
Rig Tender
Dock
TANK
(CENTER OF FIVE)
Tanks
Kenai Pipeline Co Pier
TANK
Port
Nikiski
F R 35ft
Priv
F R 35ft
Priv
Phillips Petroleum LNG Pier
TANK
(CENTER OF THREE)
Q R 40ft
Priv
Q R 40ft
Priv
Q R 22ft
Priv
TANK
Unocal Agricultural
Products Wharf
Q R 22ft
Priv
COOK INLET
MAGNETIC
VAR 17°45'E (2012)
ANNUAL DECREASE 18'
60° 40'
151° 30'
25'
60° 40'
50'
40'
Marsh
AERO R Bn
379
Airport
ENAI
(use inset)
Chinulna Pt
Marsh
Beaver Cr
Ma
Joins page 15
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are
Refer to Chapter 1, United States Coast Pilot.
SOURCE

Joins page 8







9th Ed., May. / 12 ■ Corrected through NM May. 05/12
Corrected through LNM Apr. 24/12

16662

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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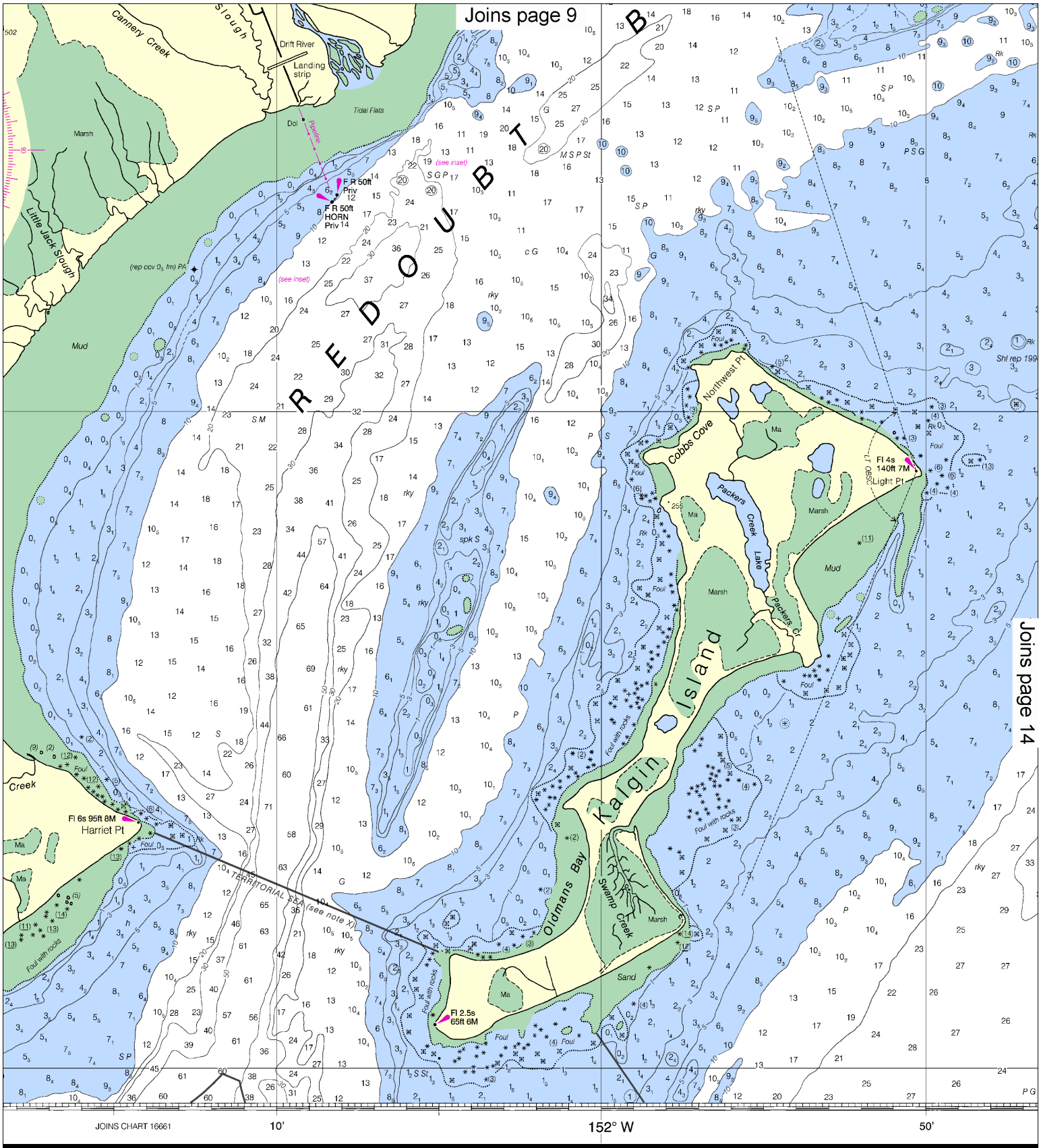
Note: Chart grid lines are aligned with true north.

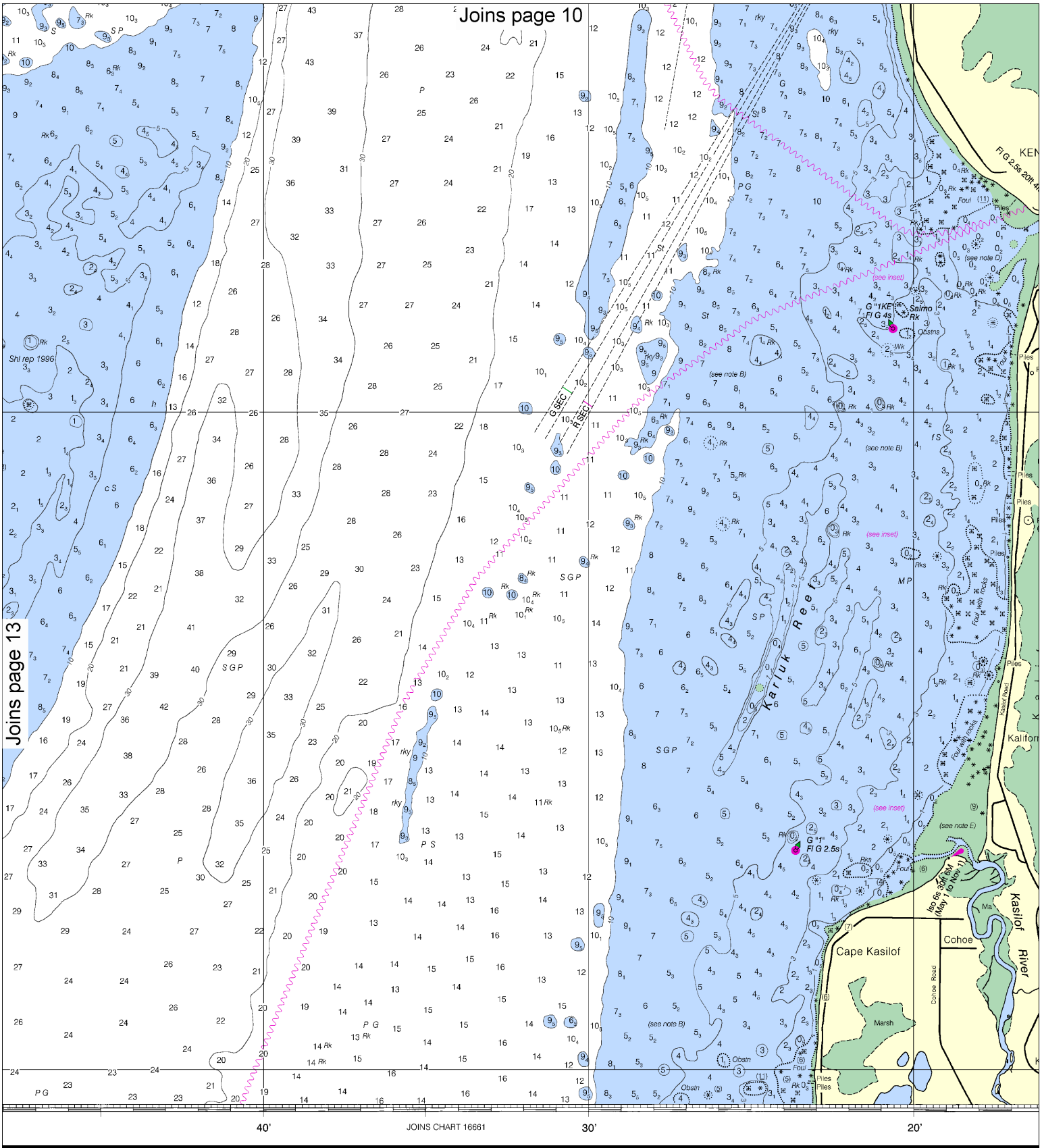
Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Joins page 9
Joins page 14
Cannery Creek
Slough
Drift River
Landing strip
Tidal Flats
Dol
Pipeline
Marsh
Little Jack Slough
(rep cov 0s fm) PA
Mud
F R 50ft Priv 12
F R 50ft HORN Priv 14
(see inset)
REDOUBT
Northwest Pt
Cobbs Cove
Ma
Fl 4s 140ft 7M Light Pt
Packers Creek Lake
Packers Cr
Marsh
Mud
Foul
Kalgin Island
Oldmans Bay
Swamp Creek
Foul with rocks
Sand
Fl 2.5s 65ft 6M
Fl 6s 95ft 8M Harriet Pt
TERRITORIAL SEA (see note X)
Creek
JOINS CHART 16661
10'
152° W
50'
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)
Published at Washingt
U.S. DEPARTMENT OF C
NATIONAL OCEANIC AND ATMOSPHI
NATIONAL OCEAN SE
COAST SURVE



t Washington, D.C.
ENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
ST SURVEY

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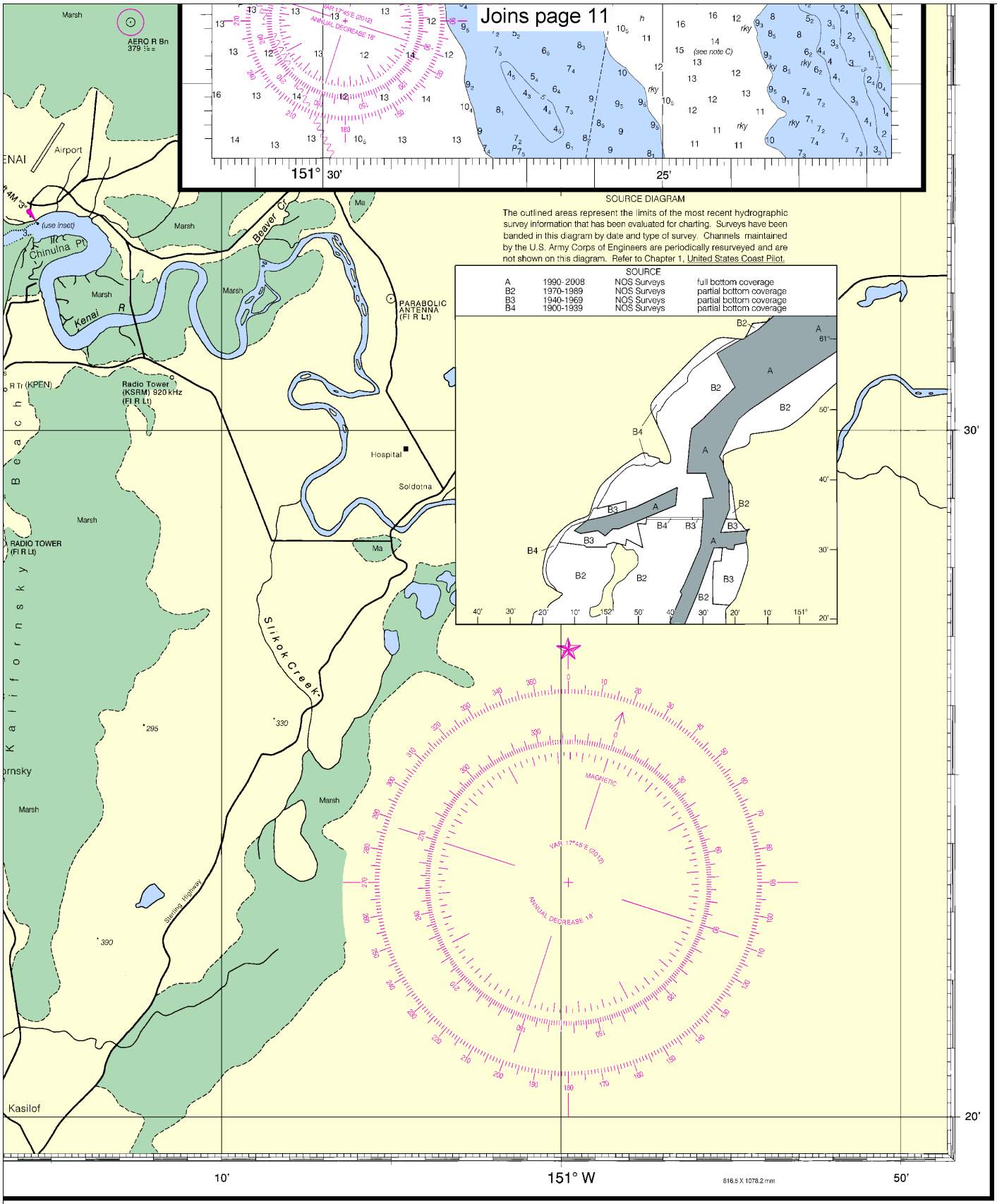
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7 8 9

Yards
2000 0 2000 4000 6000 8000 10000 12000


Joins page 11
151° 30'
25'
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
A 1990-2008 NOS Surveys full bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B3 1940-1969 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage
Marsh
AERO R Bn
379
Airport
(use inset)
Chinulina Pt
Kenai R
Beaver Cr
PARABOLIC ANTENNA (Fl R Lt)
R Tr (KPEN)
Radio Tower (KSRM) 920 kHz (Fl R Lt)
Hospital
Soldotna
RADIO TOWER (Fl R Lt)
Slikok Creek
Sterling Highway
Kasilof
MAGNETIC
VAR 17°45'E (2012)
ANNUAL DECREASE 18'
30'
20'
10'
151° W
50'
816.5 X 1078.2 mm
FATHOMS
FEET
METERS
Kalgin Island to North Foreland
SOUNDINGS IN FATHOMS - SCALE 1:100,000
16662
ED NO. 9
NSN 7642014011251
NGA REFERENCE NO. 16ACO16662
15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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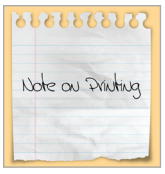

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